Tidal power project in Gulf of Kutch

2084. SHRI PRAMOD MAHAJAN:
SHRI KRISHAN LAL SHARMA:

Will the Minister of ENERGY be pleased to refer to the answer to Unstarred Question 755 given in the Rajya Sabha on the 19th March, 1990 and state:

(a) what are the findings of the investigations and studies considered necessary in the course of techno-economic evaluation of the feasibility report for Tidal Power Project in Gulf of Kutch;

(b) what are the details of the results of the ground survey to transfer the revised alignment through Naviwat and Hadkiya creecks and deep bore holes on Hadkiya creeck and the deep hole in the dry dock area;

(c) whether specialised drilling vessel is available with Government and is being used for investigation tests involving under-water core drilling in the Hansthal creeck;

(d) if so, the details of the progress made; and

(e) what is the potential of the Tidal Power in India?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) The investigations except under water core drilling in the Hansthal Creek, have been completed and the results are awaited by the Central Electricity Authority from the concerned executing agencies.

(b) The results of the ground survey to transfer the revised aligment through Naviwat and Hadkiya Creeks and deep bore holes on Hadkiya Creek and the dry dock area are awaited from the agencies entrusted with this work.

(c) and (d) The specialised drilling vessel is available in India and is owned by a private company. The vessel is at present deployed on another job and is expected to be released for undertaking the underwater core drilling work in Hansthal Creek from October/November, 1990 for about 3-4 months.

(e) The economic tidal power potential in the country identified so far is 8000-9000 MW.

Functioning of the labour relations committee of Air India

2085. SHRI SUKOMAL SEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Labour Relations Committee constituted by Air India is functioning in accordance with the Air Corporations Act;

(b) when the last election to the Committee was held and whether it was as per the provisions of the said Act;

(c) by when the next election is proposed to be held; and

(d) what is the total expenditure incured by the Committee during the last 3 years, year-wise?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) The 15th Labour Relations Committee was constituted after holding elections as per the provisions of the Air Corporations Act and rules on 25-2-1985.

(c) Election for the constitution of the 16th Labour Relations Committee can be held only after the final disposal of the writ petition filed by some of the employees of Air India in the Bombay High Court.

(d) Expenditure incurred towards holding of Labour Relations Committee Meetings during the last 3 years is given below:—

1987-88	Rs. 1,80,015.16
1988-89	Rs. 1,68,932.71
1989-90	Rs. 1,97,283.32

Workers' participation in management in Air India

2086. SHRI SUKOMAL SEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the scheme of workers' participation in management formulated by Air India is functioning successfully;

(b) when the last meeting of this committee was held; and

(c) how many recommendations made by the Committee have so far been accepted by Air India?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE THE THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) The last meeting of the Corporate Joint Management Council was held in August 1988 after which the Unions withdrew from the scheme.

(c) All recommendations made have been accepted.

Compensation paid to the families of Bangalore aircrash

2087. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the number of passengers who were killed in the A-320 aircrash at Bangalore on the 14th February, 1990;

(b) what is the total compensation paid to the next of kin of the deceased passengers by the Indian Airlines;

(c) whether Indian Airlines has offered any employment to the next of kin/dependents of the crash victims, if so, what are the details in this regard;

(d) whether any dispute regarding compensation amount is pending; and

(e) if so, what are the details thereof?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Initially, 86 passengers and 4 crew members were killed in the accident at Bangalore on the 14th of February, 1990 involving Indian Airlines Airbus A-320. However, later two more passengers succumbed to injuries.

(b) So far Indian Airlines has settled and paid compensation in respect of 61 of the 88 total death cases. The total amount of compensation paid to the next of kin of the above 61 deceased passengers amounts to Rs. 291.46 lakhs.

(c) Yes, Sir. Indian Airlines has offered appointment to kins/dependents of the 5 crash Victims. The request for employment of daughter of one deceased passenger will be considered in November 1990 after she attains the age of 18 years.

(d) No. Sir.

(e) Does not arise.

Profit earned by Air India

2088. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the profit earned by Air India during 1988-89;

(b) whether there was any drop in the number of passengers and quantum of mail and cargo carried by Air India during this period as compared to the previous year;

(c) if so, how this profit has been arrived at;